

# SOUTH MAIN STREET BASIS OF DESIGN

NOVEMBER 2012



PERKINS+WILL



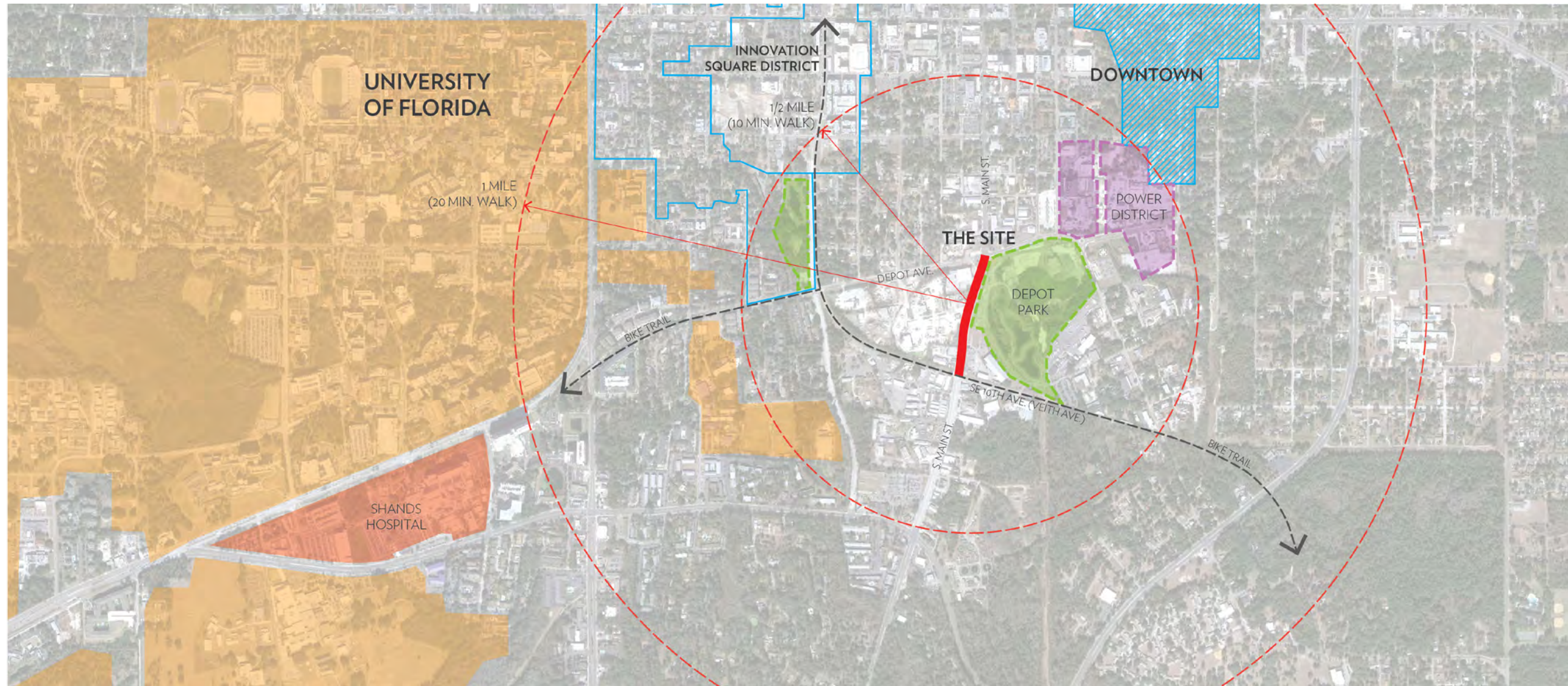
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# 01. BACKGROUND

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With the immediate impact of the proposed Cade Museum and the further development of Depot Park, it is critical to develop schematic designs for S. Main Street. The corridor not only represents the functional elements of vehicular and pedestrian access to the museum and park, but more significantly, as the southern gateway to the City of Gainesville, S. Main Street will be the first impression of visitors to the emerging District.

S. Main Street is the western edge of Depot Park and the symbolic front door of the proposed Cade Museum. Its current condition does not reinforce the image of a city's "Main Street" nor that of a context- and environmentally-sensitive street. Currently it is an oversized vehicular corridor with five vehicular travel lanes, on-street parking and bike lanes. While both on-street parking and bike lanes would normally enhance the pedestrian experience of the street, the undersized sidewalks, lack of street trees, minimal landscape edge and surrounding land uses creates a street that is not pedestrian friendly nor inviting. There are no intersections or pedestrian

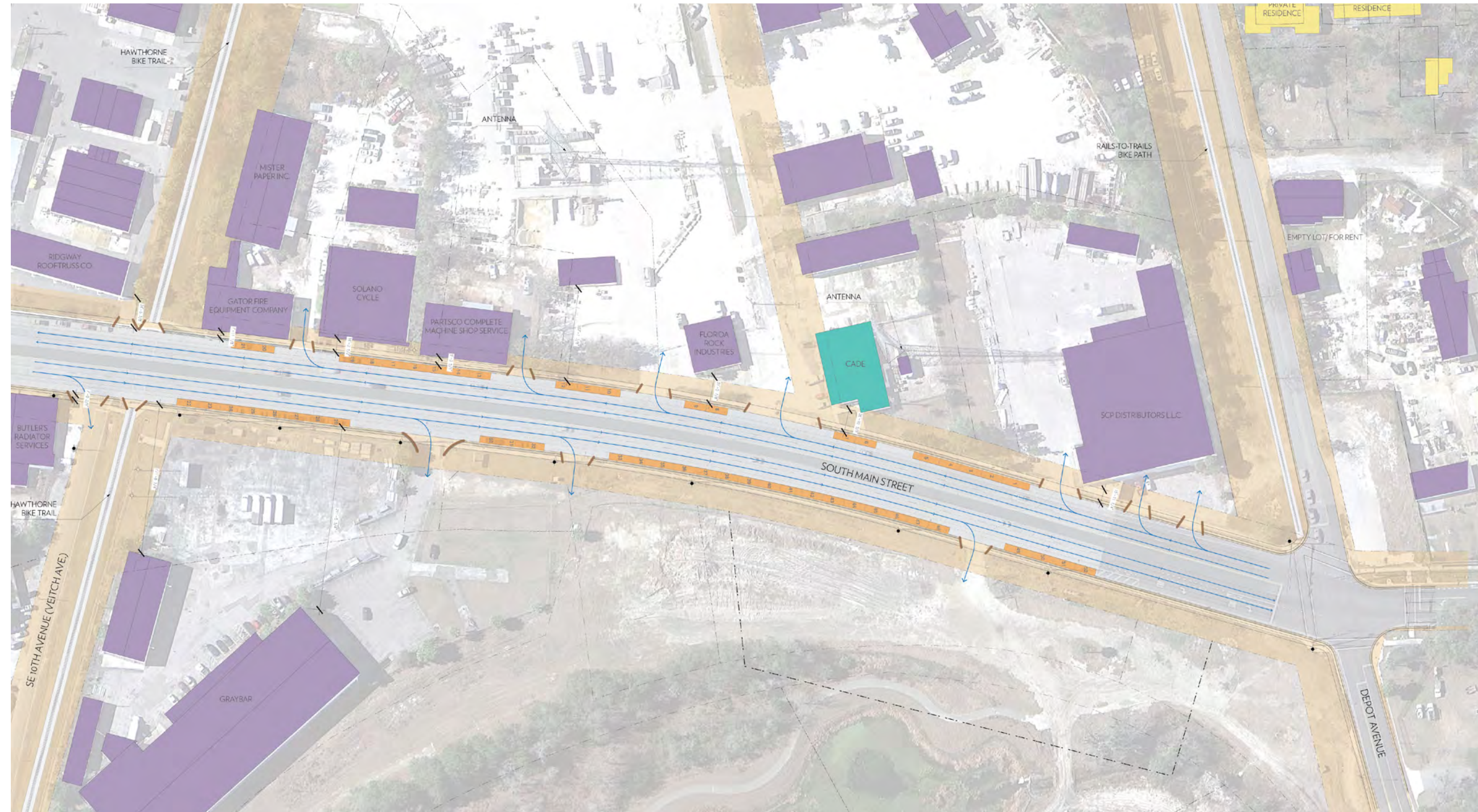
crossings within the 1,500 ft. long study area. Along with the extra wide traffic lanes, this condition significantly contributes to increased vehicular speed along the street. While the impact of the museum and park will likely improve the value of the surrounding properties, predominately industrial uses are unlikely to change in the near term.

An immediate concern is the lack of easily accessible and dedicated parking for the proposed Cade Museum. Other than vehicular access needed to service the proposed Cade Museum, parking will not be permitted within Depot Park. The current on-street parking is limited and uninviting. A potential surface lot on the site of the Cade Museum offices directly across the street from Depot Park creates a dangerous condition for pedestrians trying to cross over 80 ft. of vehicular pavement. Providing an enhanced and pedestrian-friendly parking strategy that is integrated within the functional needs of the corridor, the proposed museum and future park are critical in creating an inviting walkable experience.







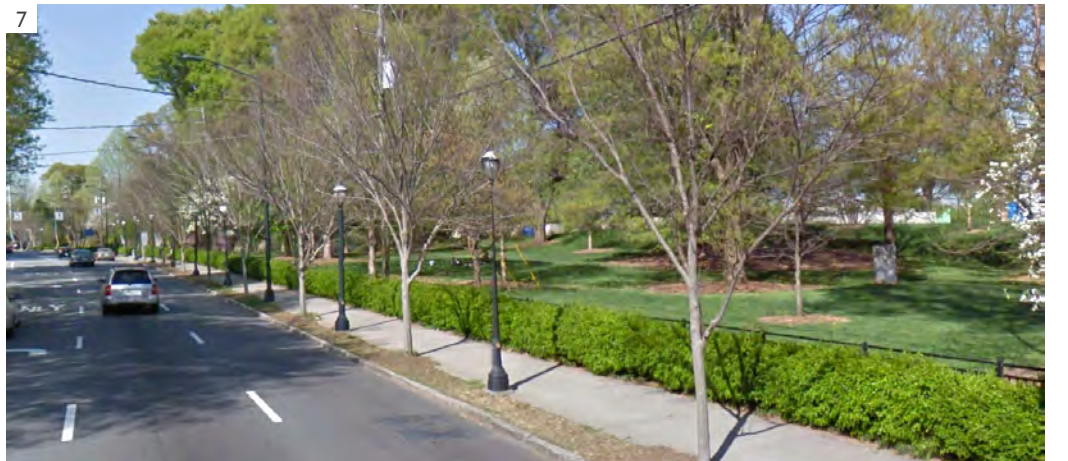


## EXISTING CONDITIONS

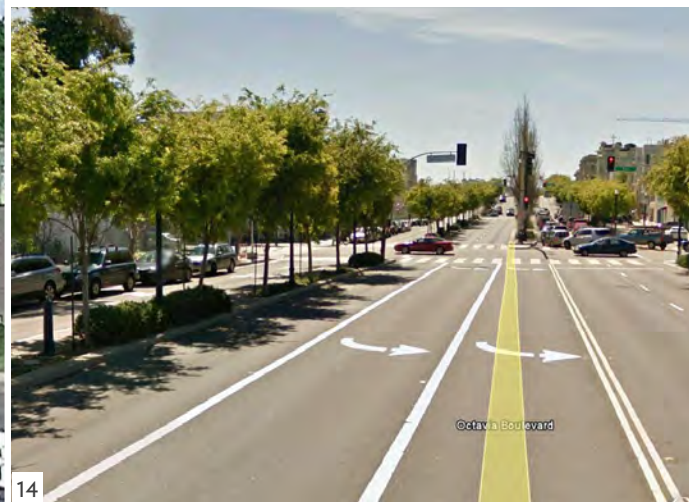
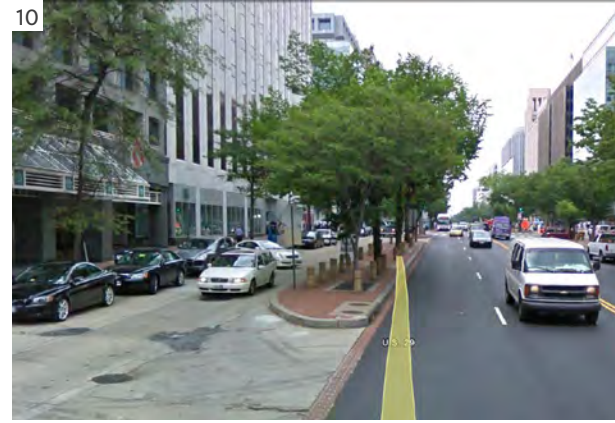
S. Main Street is characterized by its surrounding industrial character. The street is wide, with four lanes of traffic, on-street parallel parking, bike lanes and a center turn lane. The existing right of way is 146 ft, with 84 ft. of pavement. While the gateway to Gainesville from the southern part of the county, the area is non-descript. Some on-street parallel is utilized by surrounding businesses but

for the most part are empty. The surrounding businesses are generally industrial. Depot Park is currently under construction along the eastern edge of the street. The future Cade Museum site is also located along the eastern edge of the street. There are several existing curb cuts for the various businesses. There are significant utilities within the corridor, including water, AT&T and overhead wires.









PRECEDENTS - BOULEVARDS

- 1- Miracle Mile, Coral Gables, FL
- 2- S. Main St. Greenville, SC
- 3- Miracle Mile, Coral Gables, FL
- 4- East Capitol St. Washington, DC
- 5- 8th St. Portland, OR
- 6- Central Park, New York, NY
- 7- Piedmont Ave. Atlanta, GA
- 8- S. Main St. & SE 1st St. Gainesville FL

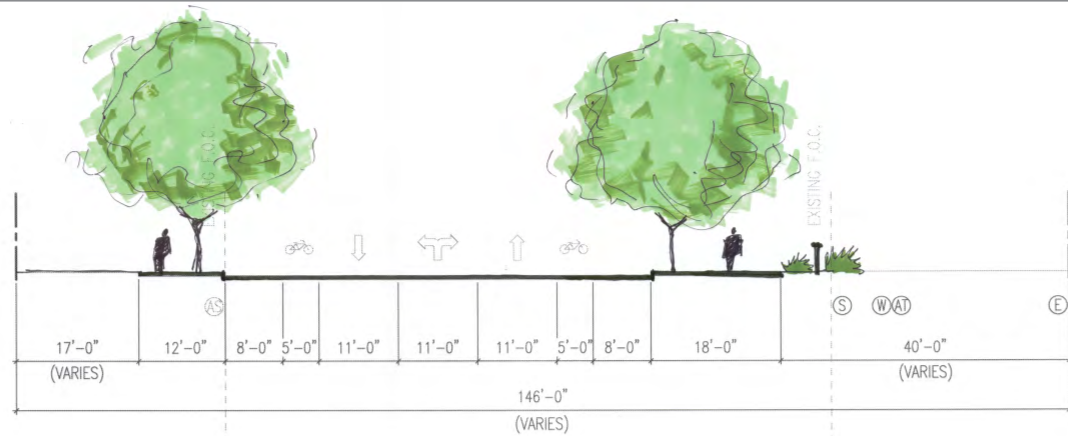
- 9- K St. Washington, DC
- 10- K St. Washington, DC
- 11- Esplanade (Inspire School of Arts and Sciences), Chico CA
- 12- Ocean Blvd. Brooklyn, NY
- 13- Ocean Blvd. Brooklyn, NY
- 14- Octavia Blvd. San Francisco, CA
- 15- Passeig de Gracia, Barcelona, Spain
- 16- Ocean Blvd. Brooklyn, NY



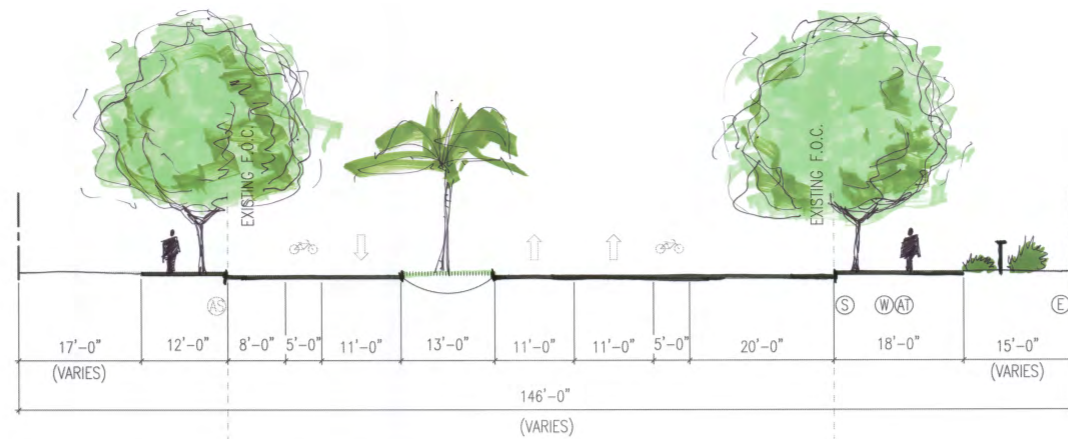


# 02. CONCEPTS

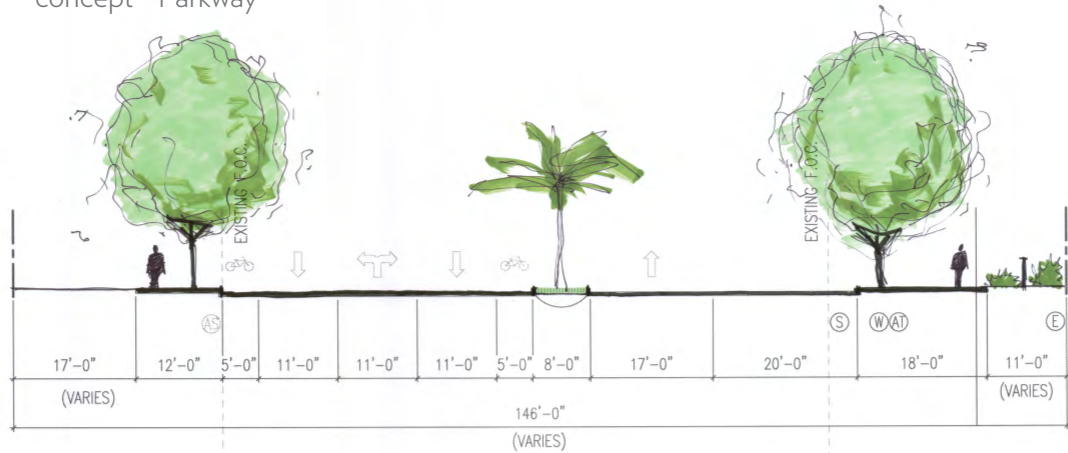
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concept - Main Street



concept - Parkway



concept - Boulevard

CONCEPTS - SECTION

Three concepts were proposed for the corridor; the Main Street, the Parkway and the Boulevard. Each were based on historical comparison to the various street types.

**The Main Street** concept narrows the profile of the street by removing the access drive lanes and creating more pedestrian area. The concept's strengths include:

- Maintains existing "road width"
  - Maximizes on-street parking with the removal of a dedicated turn lane, reconfiguring parallel on eastern edge to diagonal
  - Easy visibility for parking
  - Maintains parking for western parcels
- The concept's weaknesses include:
- Parked cars required to back up into oncoming traffic impacted vehicular flow
  - Minimal gateway opportunity
  - Minimal "impact" for Depot Park
  - Pedestrian crossings are not improved
  - Parking is part of the roadway not a part of the park

**The Parkway** concept removes an additional traffic lane flowing south and introduces a landscaped median. Parking along the eastern edge of the corridor is diagonal, increasing the amount of parking within the corridor. The concept's strengths include:

- Median provides enhanced roadway experience and provides a gateway opportunity
- Median and additional plantings would slow vehicular traffic
- Opportunity for stormwater treatment within the median

- Locates additional parking adjacent to Depot Park
- Median provides improved pedestrian crossings

The concept's weaknesses include:

- Parking is part of the roadway not a part of the park
- Cars would be backing out into on-coming traffic
- Potential bicycle / parking conflict adjacent to diagonal parking

**The Boulevard** concept separates the parking from the flow of vehicular traffic. This provides a safer environment for pedestrians visiting the Depot Park and Cade Museum. The concept's strengths include:

- Parking is part of the park not the roadway
- Median provides enhanced roadway experience and a gateway opportunity
- Median and additional plantings would slow vehicular traffic
- Opportunity for stormwater treatment within the median
- Locates additional parking adjacent to Depot Park
- Median provides improved pedestrian crossings

The concept's weaknesses include:

- Parking is removed from western edge of street, impacting businesses
- With no parking on western edge, concept does not provide a significant parking increase
- Requires eastern curb to be moved 4 to 6 ft. which may impact underground utilities
- With the shifting of the curb edge, will likely result in increased cost / infrastructure



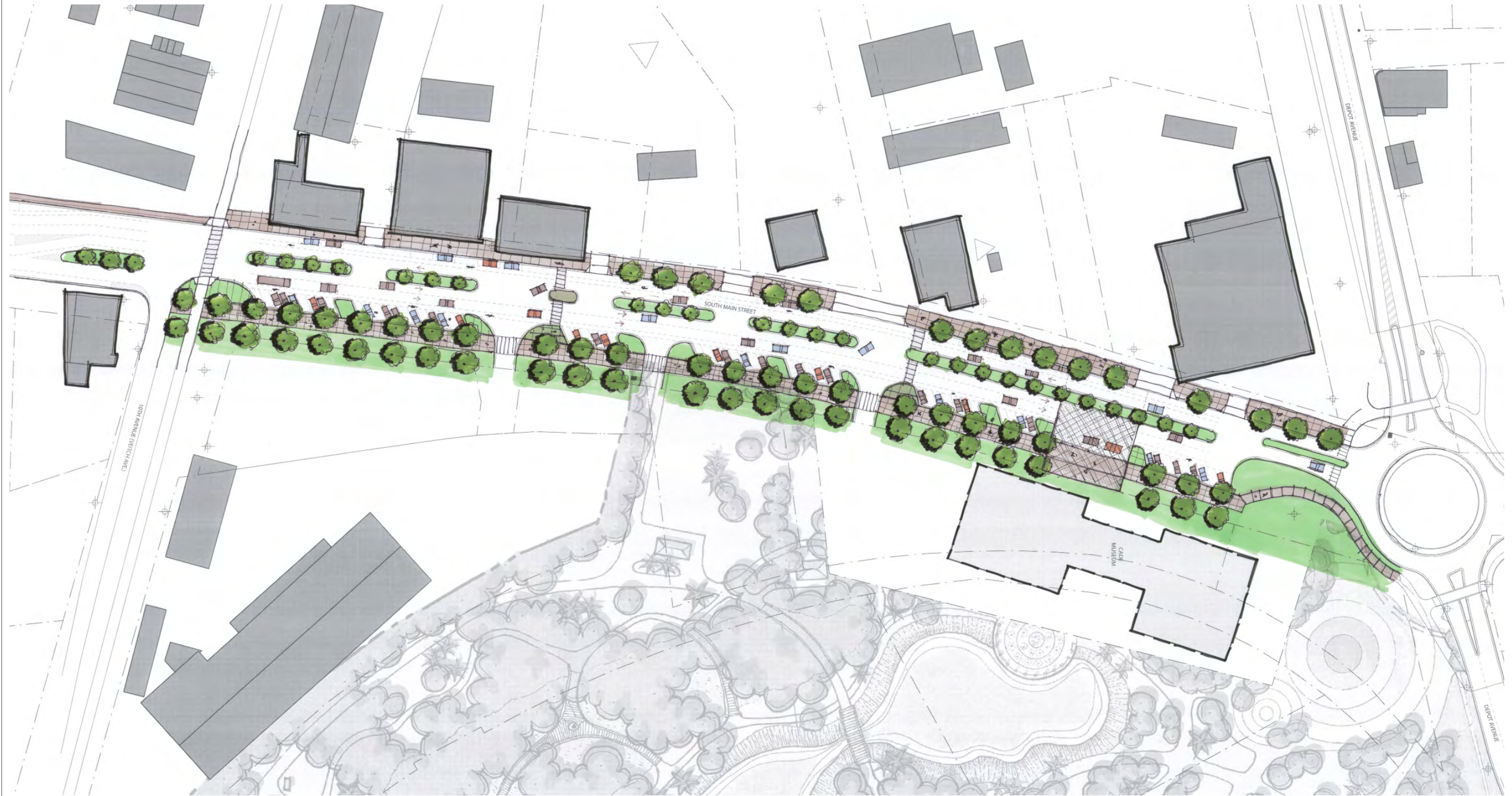


CONCEPT - MAIN STREET

0 60 120 240









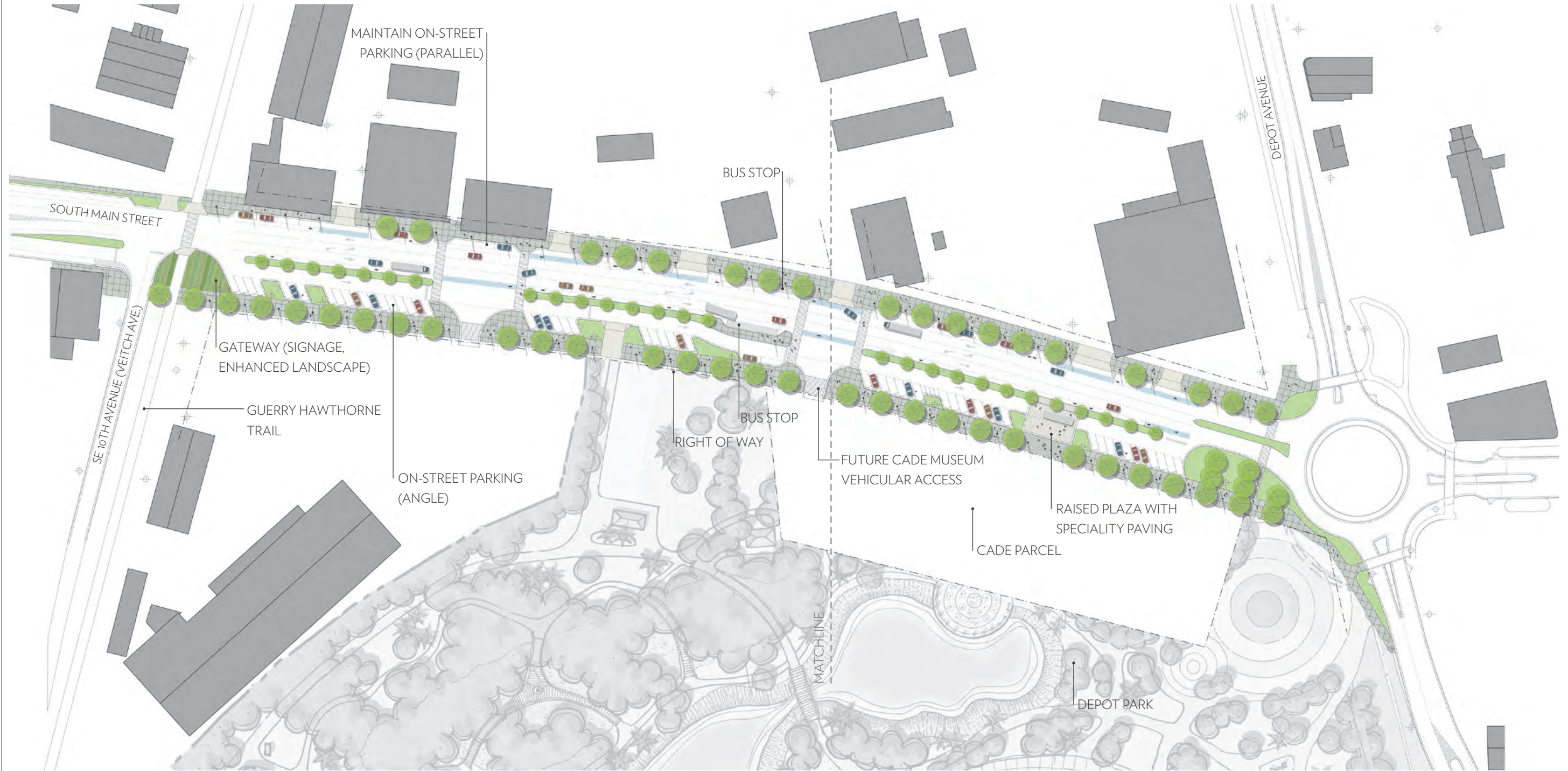






# 03. DESIGN

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After several review sessions with stakeholder groups, the preferred concept was The Boulevard. The Boulevard is based on historical designs of the Eastern Parkway and Ocean Parkway in Brooklyn, NY by Fredrick Law Olmsted, as well as modern interpretations of the boulevard such as Octavia Boulevard in San Francisco. The design seeks to separate the on-street parking from the flow of vehicular traffic. This separation provides a safer environment for slower local traffic, allowing faster commuter traffic to continue.

The design breaks down the long corridor into three “city” blocks with intersections located at key parcel access points. The blocks help to reinforce the sense of a main street rather than a collector road. The intersections allow for defined pedestrian crossings.

The street is reconfigured to provide one lane each for traffic and a center turning lane. With many industrial / manufacturing uses operating within the corridor, maintaining truck accessibility is critical. The reduced width of the street slows traffic while creating a more inviting corridor. On-street parallel parking is maintained on the west side of the street. As identified by adjacent property owners, maintaining on-street parking is critical for many of the businesses. A wider

sidewalk with street tree plantings, street lights and various street furniture is proposed along the western side of the street. Bike lanes remain within the street, providing the most direct route through the corridor and separated from the parking associated with the Cade Museum and Depot Park.

The central median provides the separation between the street and the parking. The uses of palm trees or understory trees help to visually define the street corridor, slowing vehicular traffic. The median reduces the amount of pavement within the corridor allowing for alternative stormwater strategies to be utilized.

The parking area is separated from the street by the median. This separation allows the parking to be an extension of the park. Diagonal parking is proposed, allowing easier access as well as increasing the amount of spaces directly adjacent to the museum and park. A wide sidewalk with street trees, street lights and street furnishings is proposed along the western edge of the right-of-way. A plaza is shown adjacent to the Cade Museum to reinforce the significance of the structure and provide a defined vehicular drop-off location. The final location and design of the plaza is contingent on the Cade Museum’s final design.

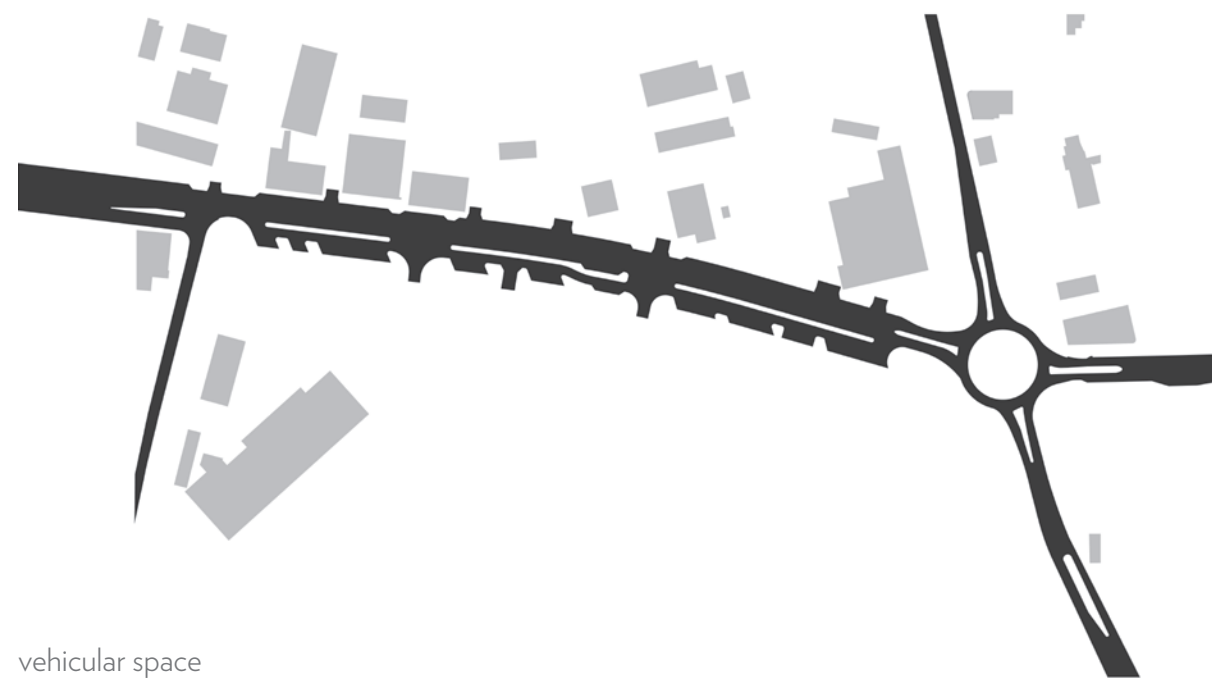




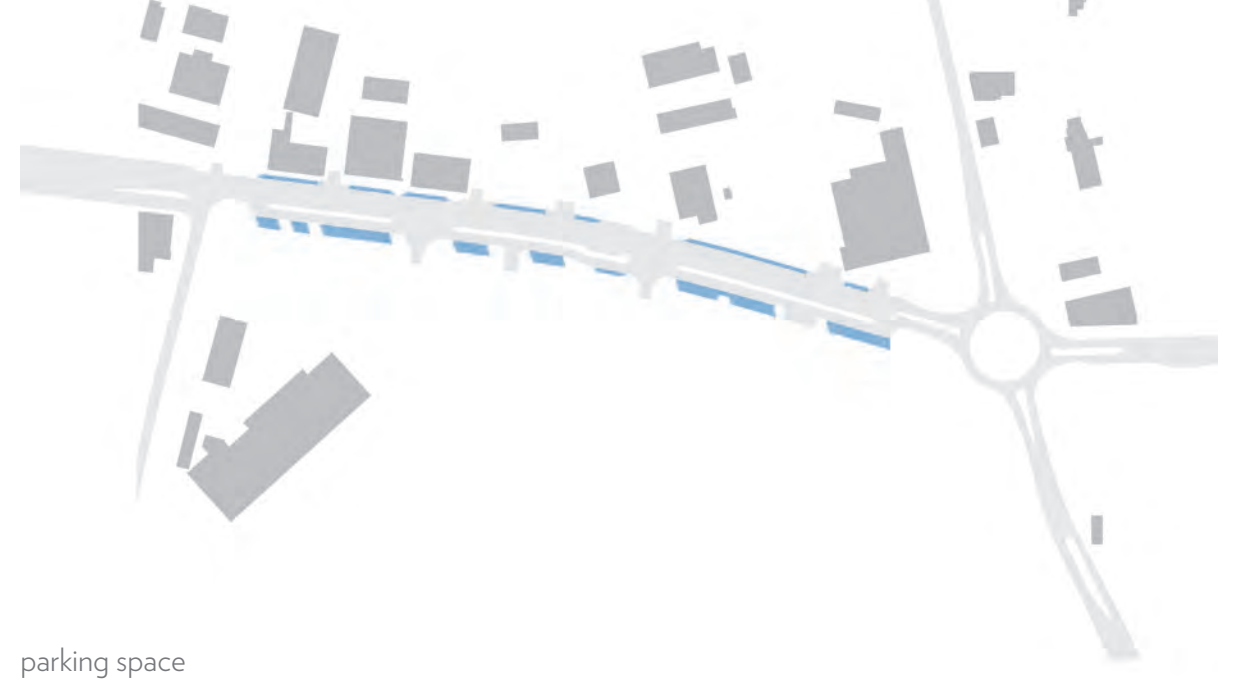
tree coverage



pedestrian space



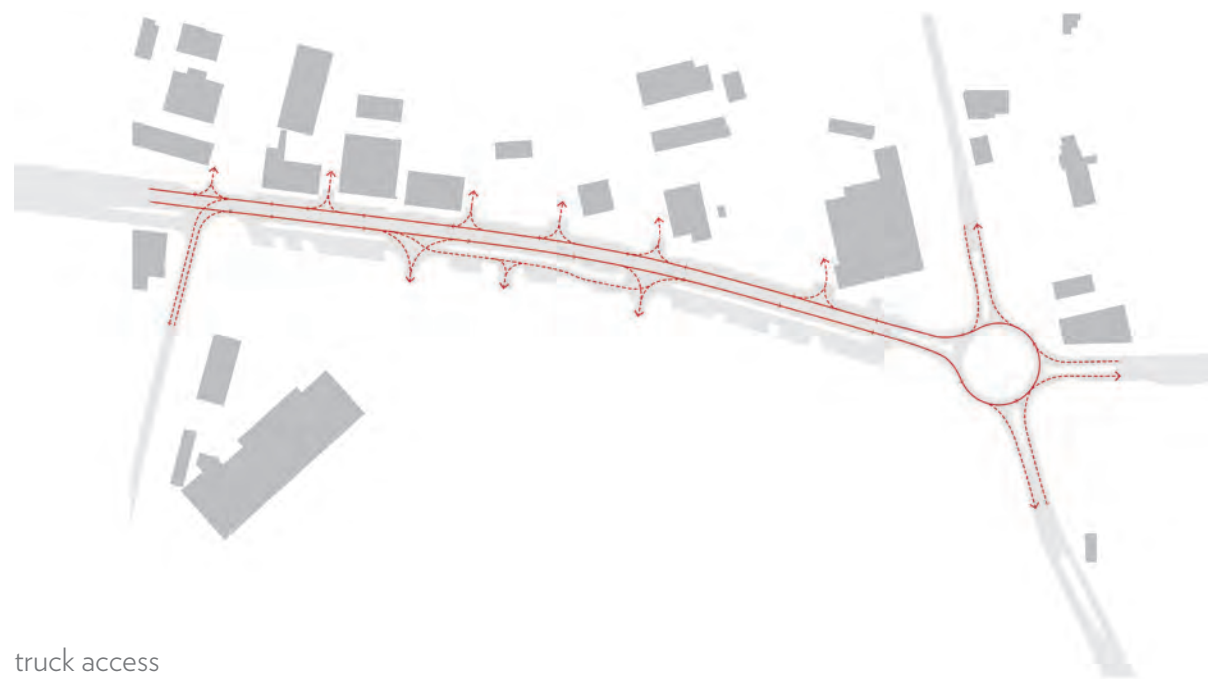
vehicular space



parking space



bus circulation



truck access

## SYSTEMS

The design for S. Main Street is composed of a series of systems.

**Tree Coverage:** The introduction of street trees within the corridor will define the transition from an industrial corridor south of SE 10th Ave to the traditional downtown main street north of Depot Ave.

**Pedestrian Space:** The pedestrian space is defined by larger, more pedestrian-friendly sidewalks that prioritize free-flowing movement along the corridor and across the street.

**Vehicular Space:** Vehicular pavement has been redistributed within the corridor. North-south traffic corridors have been separated from parking areas to allow for better traffic flow and a safer parking environment.

**Parking Space:** On-street parallel parking remains along the western edge of the corridor. Diagonal spaces have been incorporated along the eastern edge of the corridor adjacent to the Cade Museum and Depot Park.

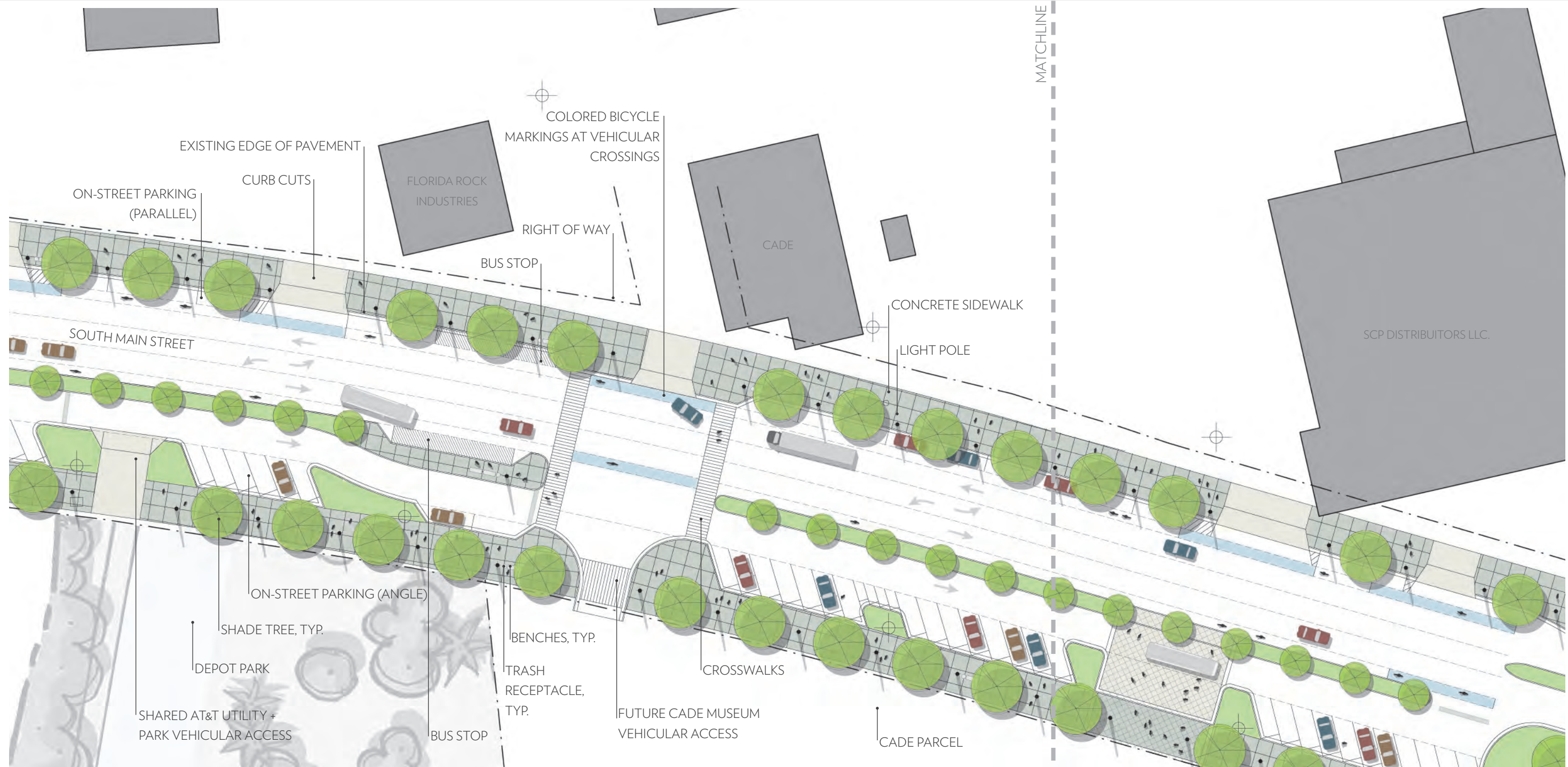
**Bus Circulation:** Bus circulation will remain within the vehicular lanes of the corridor. The eastern bus stop is located within the median with a separated pull-off. The western bus stop is located in line with the existing on-street parallel parking spaces.

**Truck Access:** Maintaining truck access to the individual businesses is critical. Breaks within the median correspond to existing or proposed access points. Access points along the western right of way are not impacted.

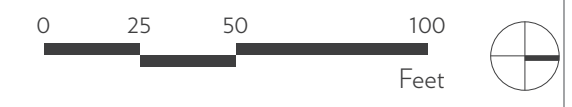




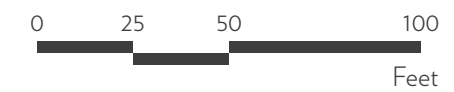
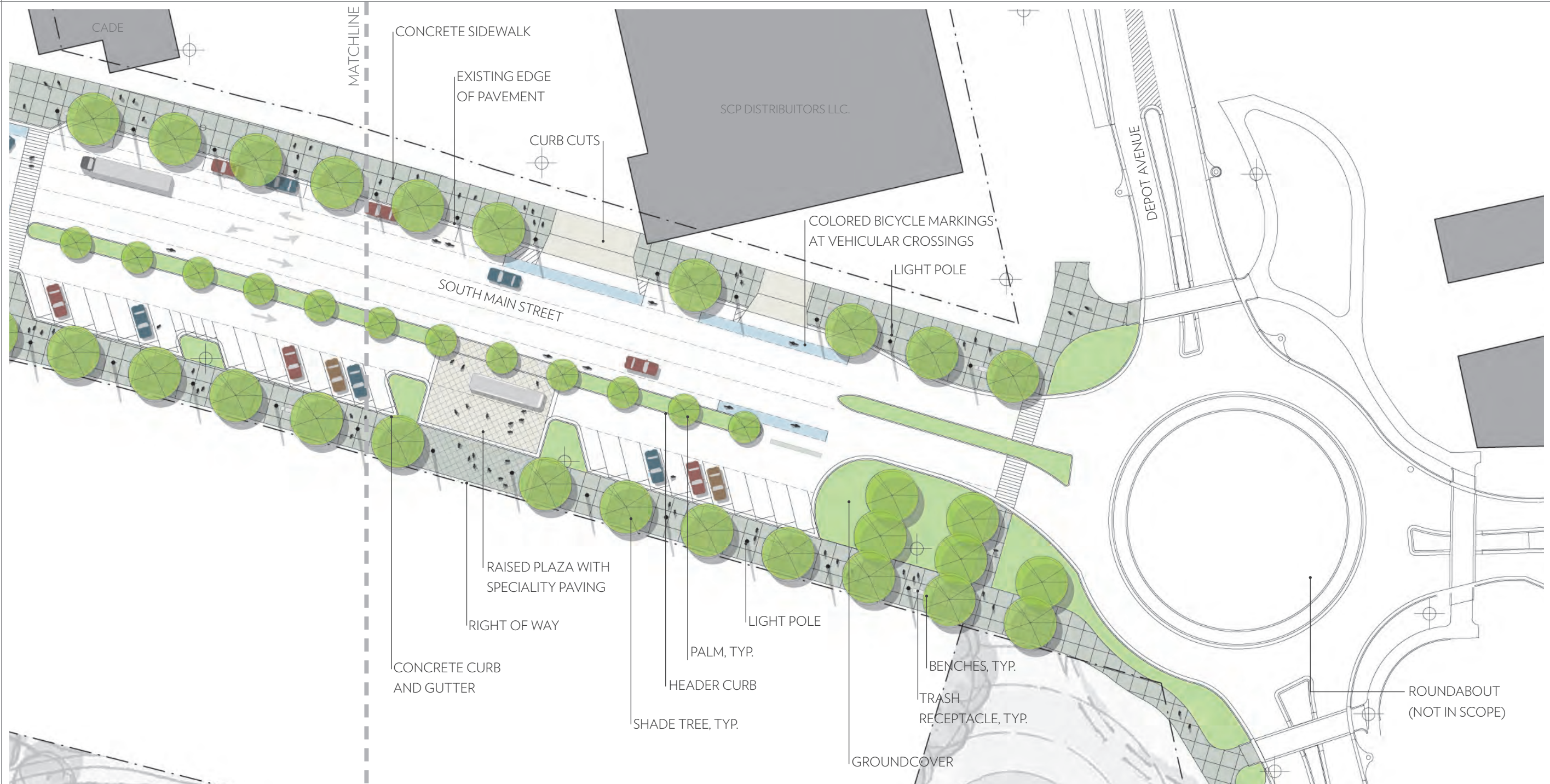




CONCEPT PLAN - SECTION B



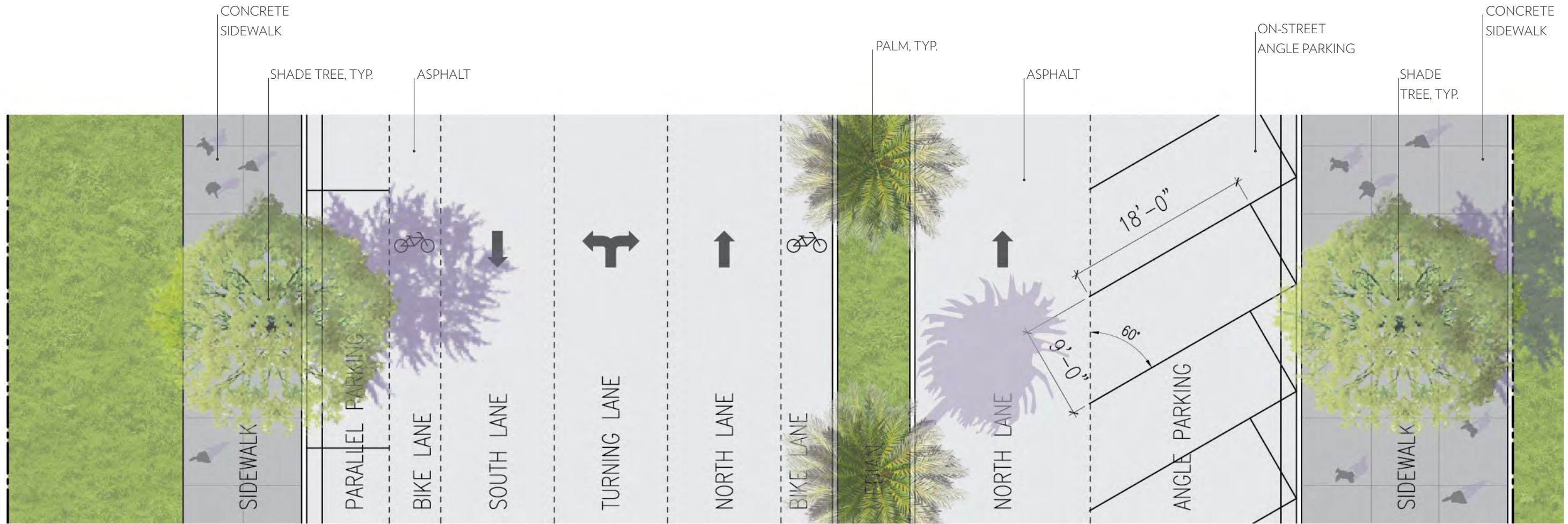


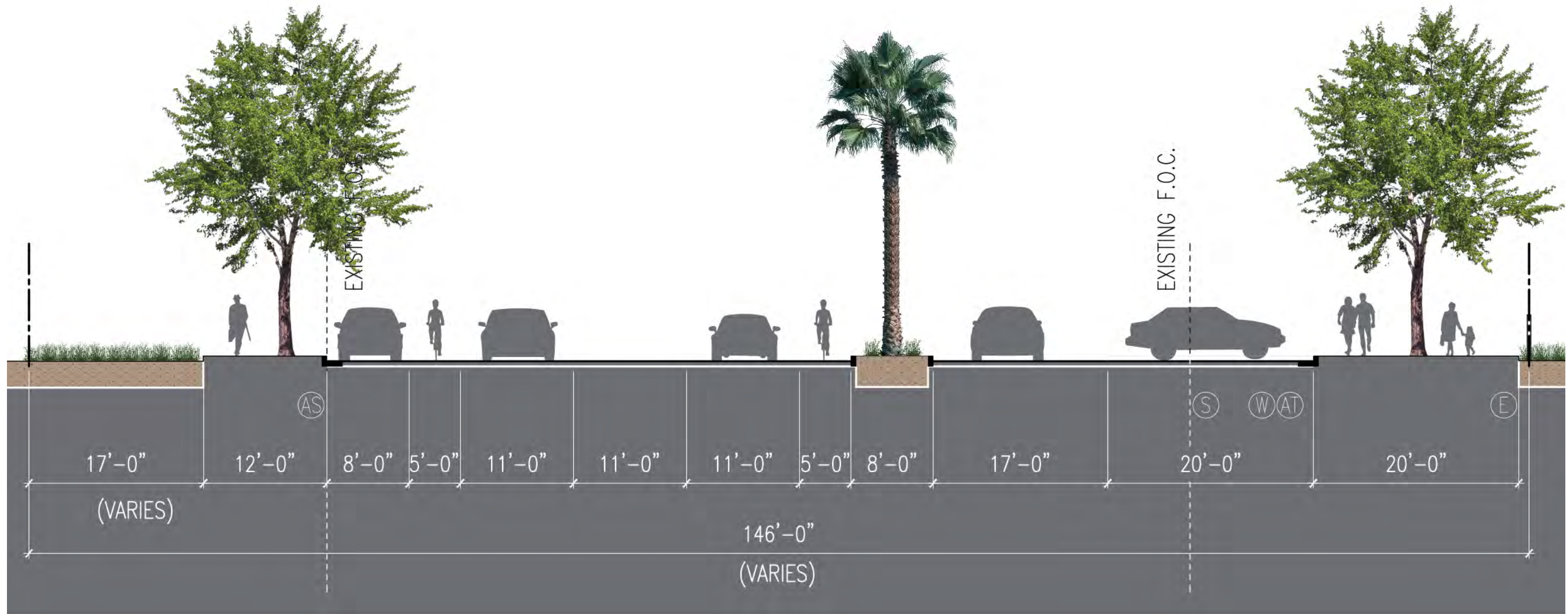










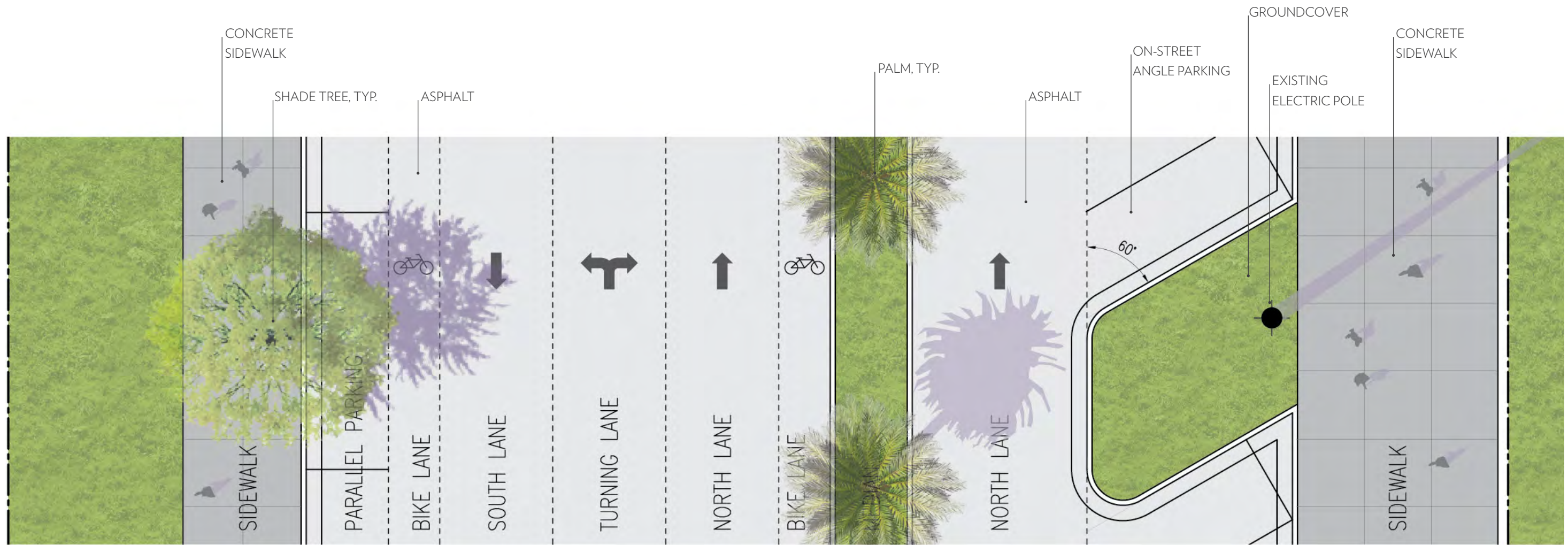


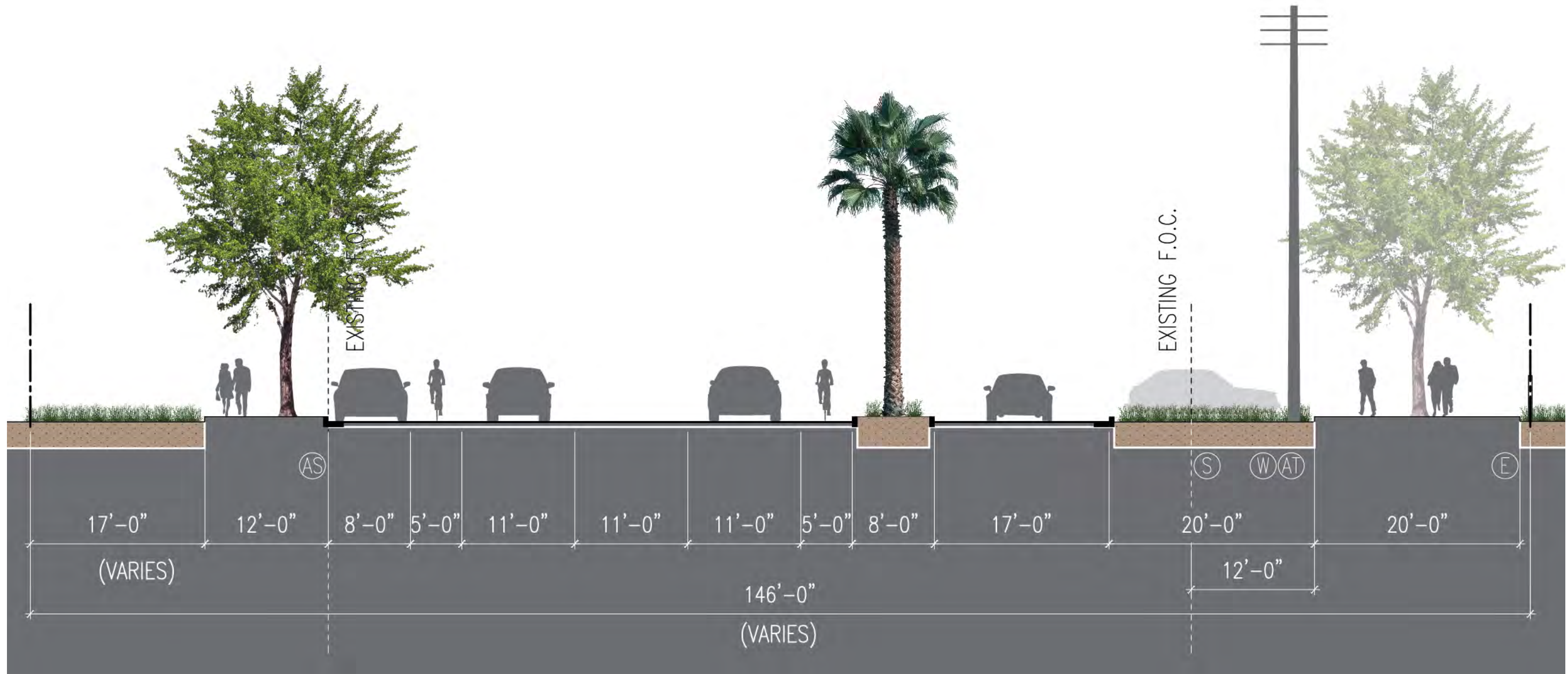
Note: Utility locations are diagrammatical and based on City of Gainesville GIS location & field observation.

SECTION - TYPICAL









Note: Utility locations are diagrammatical and based on City of Gainesville GIS location & field observation.

SECTION - AT UTILITY POLE









South Main Street							
Quantity Takeoff Summary							
Elements	Location	Quantity	Size	Unit Cost	Cost	Alternatives	Comments
<b>Vegetation</b>							
Shade Tree	Sidewalks	51	4" cal.	\$ 500.00	\$25,500		Type to be determined. May vary given location of overhead utility location
Palm Tree	Medians	27	20'	\$ 750.00	\$20,250		
Groundcover	Medians / bulbouts / gateway	14,975 sf	1 gal. 18" o.c.	\$ 6.00	\$89,850	Small shrub planting / sod	
Groundcover (Street Tree Planters)	Sidewalk tree planters	2,820 sf	1 gal. 18" o.c.	\$ 6.00	\$16,920	Tree grates	
			<b>Subtotal:</b>		<b>\$152,520</b>		
<b>Soil</b>							
Tree wells	Along sidewalks	4 cy		\$ 15.00	\$3,133		2' assumed depth
Slip drain	Connecting trees to park edge	1,050 sf		\$ 0.77	\$810		1' assumed depth
Gravel fill	Along sides of slip drain	116 sy		\$ 10.40	\$1,210		1' assumed depth
			<b>Subtotal:</b>		<b>\$5,153</b>		
<b>Hardscape</b>							
Pedestrian Pavers	Cade museum arrival plaza / dropoff	1,735 sf		\$ 10.32	\$17,905	Poured Concrete	Assume 4" concrete base course.
Vehicular Pavers	Cade museum arrival plaza / dropoff	2,025 sf		\$ 10.83	\$21,931	Poured Concrete	Vehicle Condition. Assume 4" concrete base course
Concrete Band Accent	Cade museum arrival plaza / dropoff edges	3,550 sf	2'	\$ 7.20	\$25,560		Sandblast Finish, Integral Color
Sidewalk	Both sides of street	44,180 sf	varies	\$ 5.70	\$251,826		Sandblast Finish, Integral Color
Header curb	Along median	4,890 lf	6"	\$ 11.40	\$55,746		Curb & gutter would require wider street profile due to bike labne location
Curb & gutter	Along sidewalks	2,840 lf	1'-6"	\$ 11.40	\$32,376		
Asphalt	New east side of median. West side of median to remain	35,000 lf		\$ 11.40	\$399,000		
Bike striping	Parallel to curb-cuts / curb aprons and median breaks	585 lf	5' width	\$ 12.00	\$7,020		
Curb apron	Various	4	300 sf	\$ 2,100.00	\$8,400		Three new, one rebuild. To meet city standards
			<b>Subtotal:</b>		<b>\$819,764</b>		
<b>Various Infrastructure</b>							
Street Light - Type 1	Both sides of street	50		\$ 5,000.00	\$250,000		Assume 1 per 40 lf located bewttwen street tree placement
Stormwater Inlets (within Bio-retention Cells)		4	2' Dia.	\$ 3,000.00	\$12,000		
Stormwater Inlets (modification)	Various existing structures along existing curb locations	6		\$ 3,000.00	\$18,000		Quantity is assumed. Convert catch basin to drop inlet
Stormwater Inlets	Median	8		\$ 3,000.00	\$24,000		Quantity ia assumed. Detail engineering required
Trash Receptacle	Along sidewalks, generally located at street "intersections"	13		\$ 2,500.00	\$32,500		Type to be Determined
Bike Racks	Along sidewalks, generally located at street "intersections"	12		\$ 900.00	\$10,800		Type to be Determined
Benches	Along sidewalks	14		\$ 2,000.00	\$28,000		Type to be Determined
Bollards	At proposed Cade Museum arrival plaza / dropoff	12		\$ 750.00	\$9,000		Type to be Determined
			<b>Subtotal:</b>		<b>\$384,300</b>		
			<b>Sub Total:</b>		\$1,361,737		
			15% Contingency		\$204,261		
			<b>Total:</b>		<b>\$1,565,998</b>		

Notes: Quantities are estimates based on Basis of Design concept (11.26.2012)  
 Concepts based on GIS data and field observations.  
 Does not include demolition, utilities, or mobilization.  
 No detailed engineering studies included as part of scope

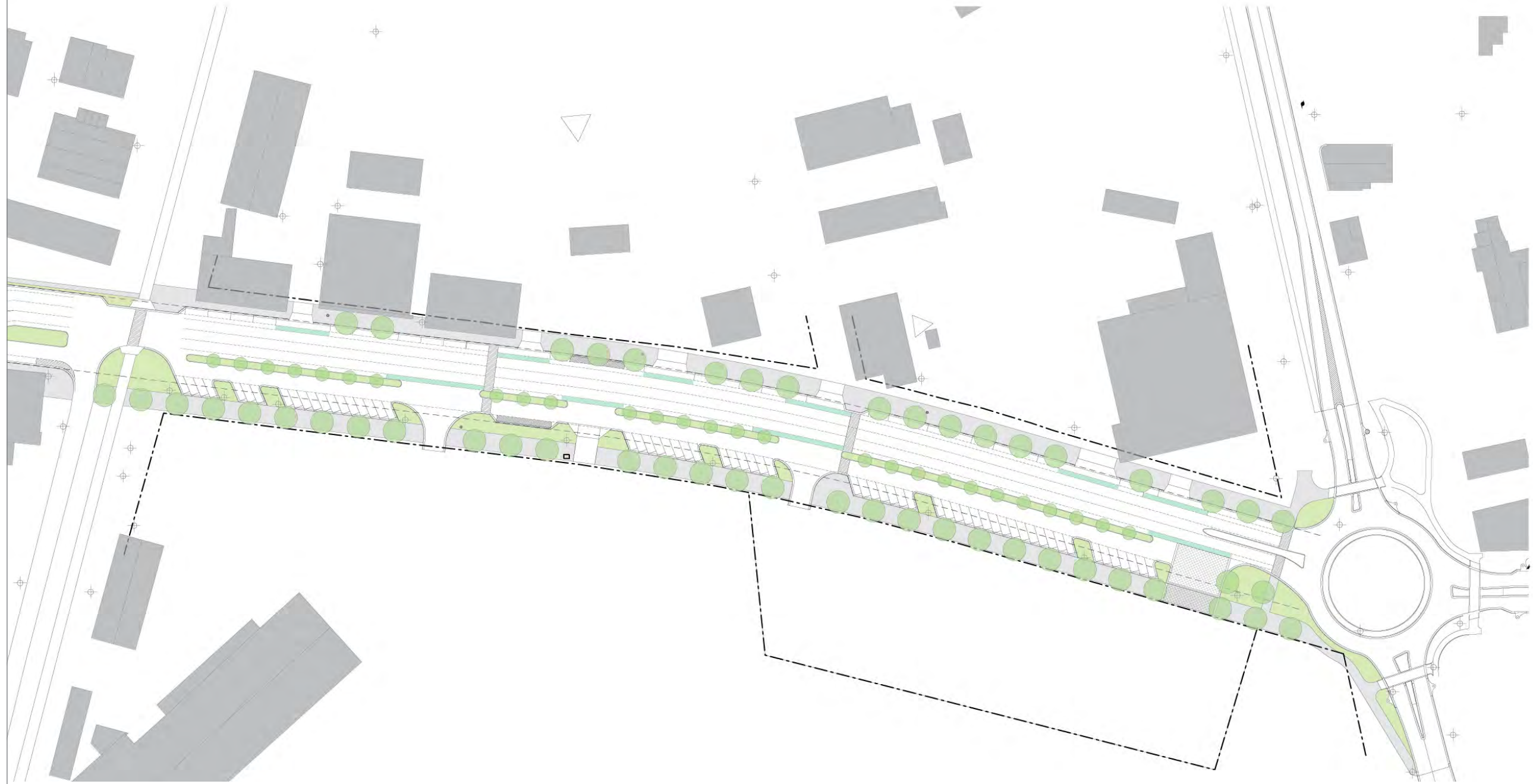


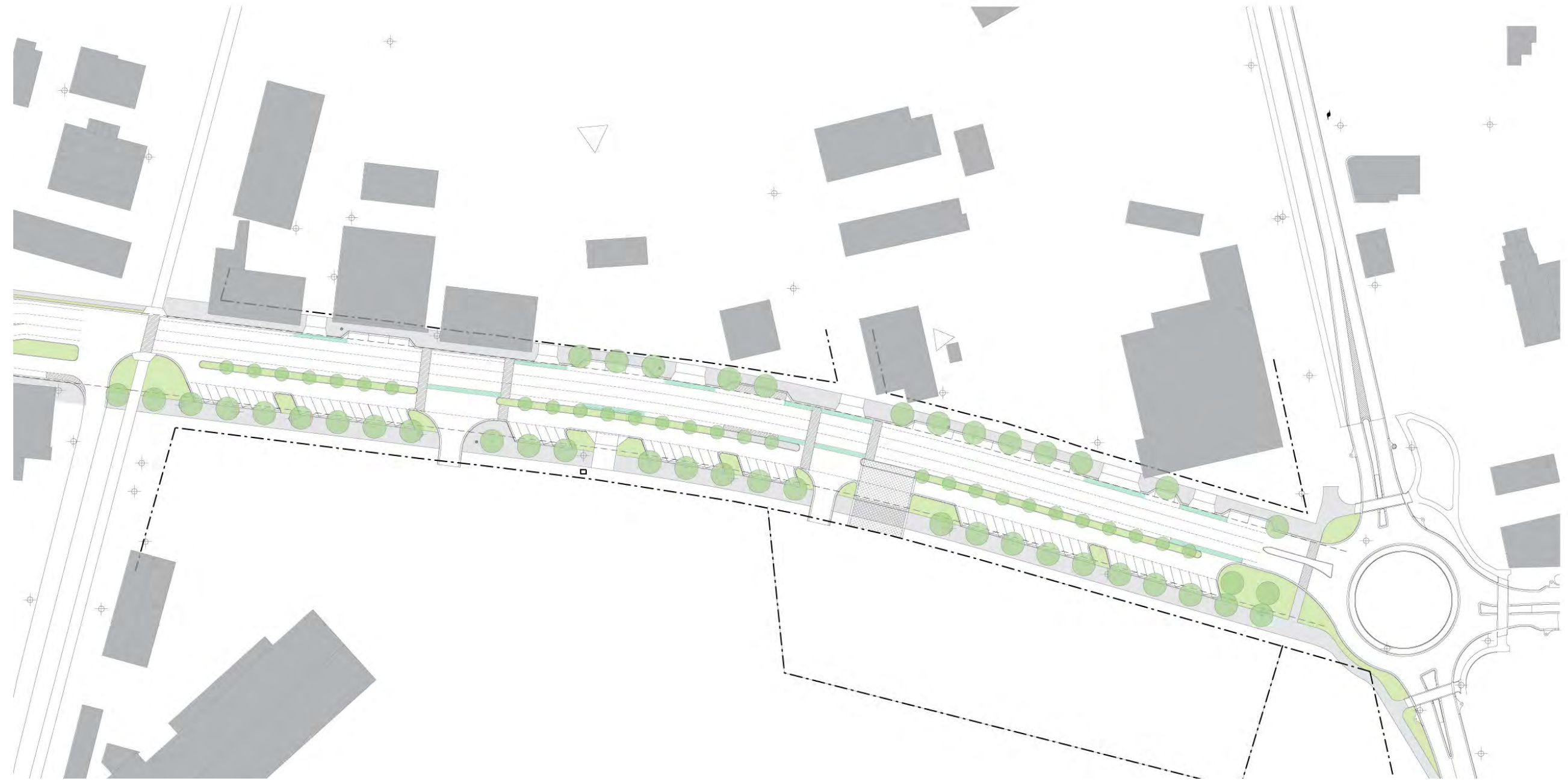


# 04. APPENDIX

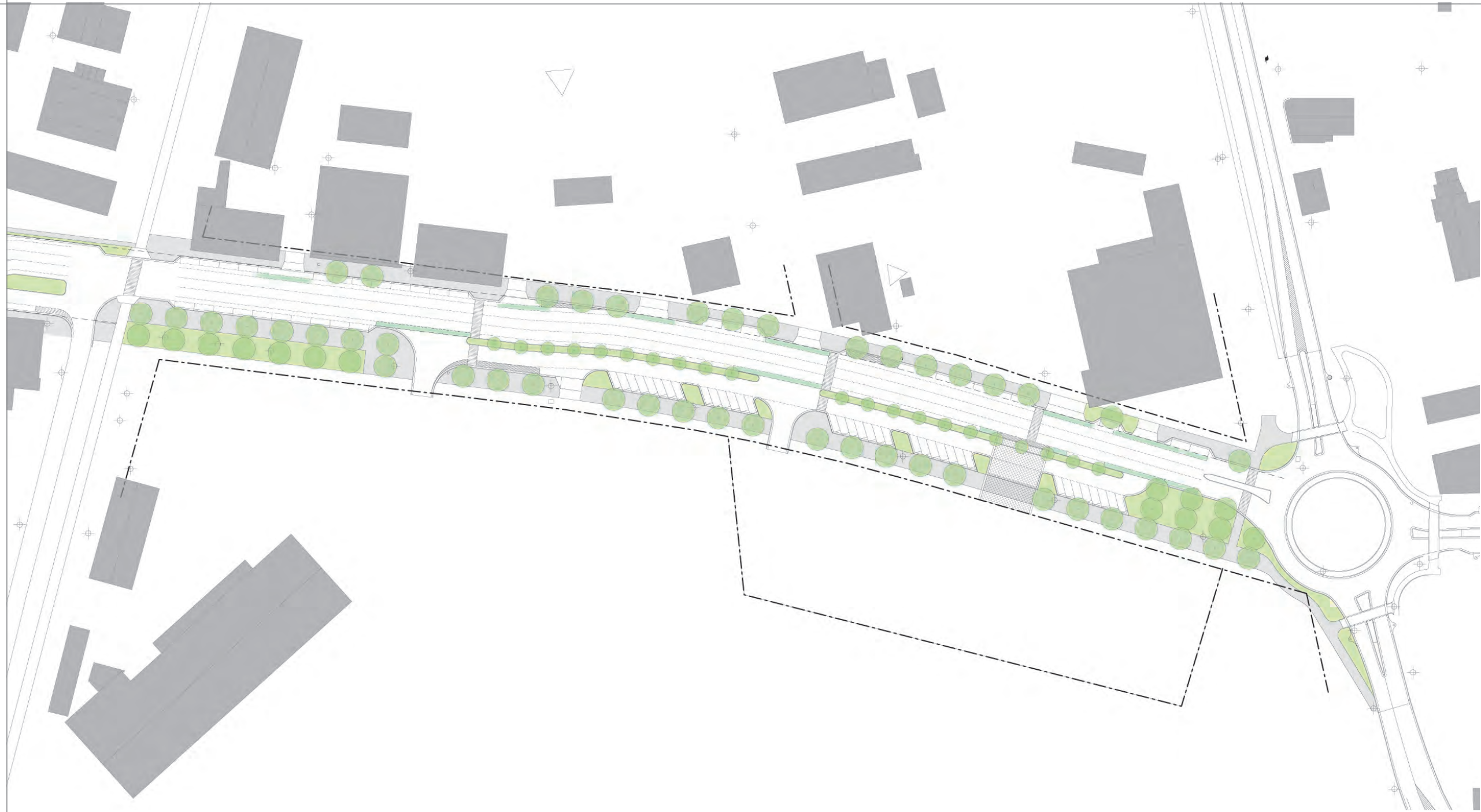
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### South Main Street: Stakeholder Meeting Minutes

September 18, 2012; 2pm-4pm

Gainesville CRA Conference Room

1. Eighteen stakeholders attended the meeting, including representatives from GRU, AT&T, RTS, CHW, MTPO, PRCA, GRUCOM, City Bike/Pedestrian, and Cade Museum.
2. Perkin + Will presented the existing conditions at South Main Street between Depot Avenue and S 10th Avenue, design precedents and (3) schematic street layout options. About half of the attendees supported Option 3 design (two-way, single-lane road with bike lanes on both sides, separated by median from angular parking and dedicated north bound traffic lane to the east). The other half of attendees did not support nor object any of the proposed design options.
3. Option 3: The importance of maximizing on-street parking in the corridor, including parallel parking on the west edge of the road, was discussed and agreed.
  - *Noted. Design keeps parallel parking on west edge and proposes angle parking on east edge.*
4. Earl Fair, GRU: the existing above ground utilities are double circuit 795 wire power lines. The costs of undergrounding and tree relocations should be taken into consideration during the design process.
  - *Noted. Power lines remain in place.*
5. Marlie Sanderson, North Central Florida Regional Planning Council: lane reduction would be a major change to the transportation system and therefore scoping and 60% construction documents should be reviewed by the MTPO and presented to their citizen advisory board.
  - *Noted.*
6. The Cade Museum plans on opening at the end of 2017. Any road work in the area should be completed by then.
7. AT&T representative:
  - o Ducts cannot be moved, but lid heights can be adjusted as needed (lowered or elevated to meet sidewalk/road elevation)
  - o Trees must be contained underground
  - *Noted.*
8. Doug Robinson, RTS:
  - o 13th road and 13th Ave will be used more heavily by buses in the future
  - o New bus route will go between 10<sup>th</sup> and Depot Ave

- o Need to locate pair of n/s stops on Main Street near Cade
- o Possibly have bus slip in median
- o Possibly staggered bus bays with raised median between
- *Noted. Design proposes two bus stops near Cade Museum. Bus slip in median incorporated.*

Stakeholders Meeting Follow Up: Inputs and Comments

October 4, 2012

Option 1:

- Debbie Leistner, Manager at Public Works: "I would consider a modified Option 1 with added landscaped median; this option would provide parking on both sides and eliminate potential conflicts where the two northbound lanes would have to merge too close to the roundabout."
- Teresa Scott, Director of Public Works: "Sounds acceptable to me"
- *Noted. Design incorporates parking on both sides.*

Option 3:

- Teresa Scott, Director of Public Works: "I believe I would lean towards Option 3. The on-street parking through that section is important and I like the landscaped median as well. It would be beneficial to be able to provide parking on both sides as well."
- *Noted. Design incorporates landscape median and on-street parking on both sides.*
- John Veilleux, Engineer Utility Designer 4, GRU: "our engineering staff agreed that option 3 was the best since it separates parking maneuvers from the main traffic flow. We believe it would be safer that way."
- *Noted.*
- Scott Wright, Senior Planner, Planning Department: "As I stated at the meeting I think that option 3 is the best design. It is the best design specifically because it balances moving traffic through the area while providing safe access to the public amenities of the storm water park and the museum. The main issue I see is that buses need to be accounted for in the design. I think there might be a possibility to reduce the access drive width (shown as two 11' travel lanes and a 5' bike lane) and provide room for bus facilities in the cross section. If Main Street will essentially be reduced to 2 lanes, it will be important to get the buses out of the traffic flow, from a functional and public relations standpoint. Bringing the buses off of the main road (onto the access drive or into bus bays) while providing the improved access to the park and museum will make the lane reduction easier to sell. ("Just realized that I was referring to the wrong cross section on the widths, but my comment still applies.")
- *Noted.*
- Kamia "Mia" Mwango, traffic planning tech Public Works, Phone (352) 393-8483: "The cross section for Option 3 shows a downward pointing arrow on the inside lane but the lane assignments show an upward pointing arrow. I reviewed the drawing assuming that should be an upward arrow which indicates a NB thru lane. I like Option 3 with some modification. Just so you know, some of the solutions provided work best with others and some do conflict with one another, so they are meant as an a la carte offering. Below are my comments on Option 3:"

Pro	Con(cern)	Possible Solution(s)
Landscaping is visually/ environmentally appealing	Safety (clear) zone requirements in median & crosswalks from NB sidewalk; pedestrian sight distance of oncoming vehicles	Minimize landscaping at the very end of median and ensure pedestrian refuge area in median; strictly adhere to vegetation/furniture zone guidelines to ensure safety
Service lane allows greater capacity & safety by removing slowed/ parking/ entering vehicles	Driver confusion about lane assignments, allowed movements and how to access attractions	Add clear (possibly overhead?) signage at southernmost approach indicating lane assignments; pavement markings and signing indicating allowed/prohibited movements
	Potential for merging conflicts/ bottleneck	N/A
	NB bike lane sandwiched between the median and vehicular traffic in constrained (less than typical 12') lanes	To work within ROW constraints shows, replace TWLTL w/ 4ft traffic separator abutting SB thru lane, shift parking west approx. 6ft, add parking curbs to lanes  <u>Add 6ft NB bike lane between parking &amp; sidewalk</u>
Full medians offer access to/ from destinations and allow all vehicular movements	Potential conflict points for mainline (SB/NB) left turns (depending on projected/ simulated traffic volumes)	Prohibit left turns from either direction (they can access other directions/driveways via the traffic circle, just going all the way around) OR make SB left turn lanes at access points IF bikes/pedestrians share wide eastern sidewalk & no dedicated NB bike lane is needed
	Potential conflict points for eastside driveways (EB/WB) left turns (depending on projected/ simulated traffic volumes)	Prohibit NB lefts (can access SB via traffic circle); IF bikes/pedestrians share wider east sidewalk, make TWLTL a left turn lane at driveways (still potential conflicts w/ service rd traffic)
	Potential conflict points between NB rights & service lane traffic	Prohibit NB right turns from inside lane (only allow driveway access via service lane). (May have issues realistically enforcing unless continuous raised median between travel and service lanes. Works best if prohibiting driveway left turns and SB left turns)
	Potential conflict points/ unsafe conditions for pedestrians	Place clear pavement markings and signage; prohibit certain movements mentioned above so pedestrians and drivers can anticipate vehicular movement, and so drivers are not attempting to process too much information

- *Noted.*



## Other:

- Marlie Sanderson, Assistant Executive Director & Director of Transportation Planning, North Central Florida Regional Planning Council: "As we mentioned at the recent stakeholders meeting, our only comment at this time is to ask that you notify us when you have "scoping" plans for this project so that it can be reviewed by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area and its Advisory Committees."
- *Noted.*
- Mark Siburt, City Arborist: "At this time, I do not have any comments. All three options have a lot of trees proposed but until specific species are determined, I have nothing to add. Thanks, Mark"
- *Noted.*

## S. Main Street: Stakeholders Meeting - Notes

November 08 2012, 11am

Gainesville CRA Conference Room

Eighteen stakeholders attended the meeting.  
Three proposed street layouts were presented to the group.

## On-Street Parking Counts:

Existing: 52

Option 3A: 91

Option 3B: 84

Option 3C: 71

## Sarit Sela, CRA:

- Introductions (destinations, on-street parking, needs of existing businesses, phasing)
- Introduce Option 3 (pluses and minuses relative to feedback)
- New options that address concerns

## Geoff Boyd, P + W:

- Introduce new options
- Cade Museum, bus stops, etc.
- 3A -shift to create parking
- Power, water, fiber optic impacts
- 3B -transition to 3C, "the hybrid"
- Parking implications
- Bus stop locations.
- Cross walks, breaking down length of corridor, "like downtown Gainesville"
- 3A reaches goals but has utilities impacts

## Wells The Losen, The Roof Truss Co.

- Missing curb cuts
- Prefers 3A
- Where do we maintain mailboxes? How is mail delivered? Where is the Postal Service on this issue?
- Motorcycle/moped parking?

- *Noted. Curb cut added. Motorcycle/moped parking incorporated in design.*

## Business owner:

- Concern about construction phasing

- *Noted.*

## Doug Robinson, RTS:

- 3A bus stop in slip lane -need to better get people to the museum by bus.
- Bus turning radiuses... need min 30'-0"

- Right turns out of 10th headed north
- Consider bus bulbouts in line with on-street parking -save some parking spaces compared to a pullout
- Concern about blocking traffic
- Bus stops to be closer to crosswalks
- Where to tourist/visitor bus parking... is there a conflict there?
- Concern about slip lane merging conflicts
- Auto-merge-bus-bay? Student project...
- Multiuse path? No (Kelly)

- *Noted. Bus stops moved closer to crosswalks and museum. Bus turning radius changed to 40'.*

Marlie Sanderson (MTPO)

- Back-in/angled parking... was that considered?
- Please provide only one scoping plan for MTPO presentations
- Suggests to punt to MTPO February meeting if preferred by CRA. Sarit: will present in November as scheduled.

- *Noted.*

Allen Butler, Butlor Radiator Services:

- School buses?
- Speed limit? Concern about speed and southbound turns from 10th street
- Safer crossing at 10th Street for cyclists on path

- *Noted.*

Mike Brown, GRU Gas:

- Consider joining rear-yards on west side of Main Street to coordinate trucks and deliveries to business on their backs, rather than in the Main Street right-of-way.

- *Noted.*

#### Stakeholders Meeting 11/08/12: Follow Up Comments

November 20, 2012

Peter M. Moore, GRU Water & Wastewater Engineering: "The water line along the east side of south Main Street should not pose any conflicts with proposed CRA project. At the north end of the Cade parcel the 12 inch ductile iron water main that runs about 5 feet under the existing sidewalk. At the south end of this project, near Graybar, the water main runs a couple feet east of the existing sidewalk. After your surveyor has located the water main please overlay onto the proposed design and forward to GRU water/wastewater engineering for review. For now though I do not see any problems on the horizon with building parking spaces on top of the water main. Also, note that there is a gravity wastewater main that runs under Main Street. Would not want to auger any light poles into it."

"It should be noted that GRU standards for minimum cover over the water main is 30 inches. The existing water main is running at a depth of about 60 inches under the existing sidewalk at north end of the Cade site. We should be ok with building parking spaces over the water main but want to make sure CRA and the road designers are aware of minimum standards." Michael R. Chappell, Electric Utility Principal Engineer, GRU - GRUCom: "My only comment is that GRUCom has O/H fiber on the poles on Main Street from SE 10th Ave to SE 16th Ave. Any modification to the existing utility poles will most likely involve moving this fiber cable."

- *Noted.*

Doug Robinson, RTS Transit Planner Chief: "Here are the typical designs we have to guide bus stop improvements. Bus pullouts don't happen often and therefore tend to be more specific in design. Typically for bus pullouts we need bays to be 50 feet in length per bus and the depth of the bus pullout should be 10-12 feet. The taper lengths vary based on the speed of the roadway, but a good rule of thumb is a 5:1 between taper length to bay depth. So tapers end up being about 50-60 feet per taper."

- *Noted.*